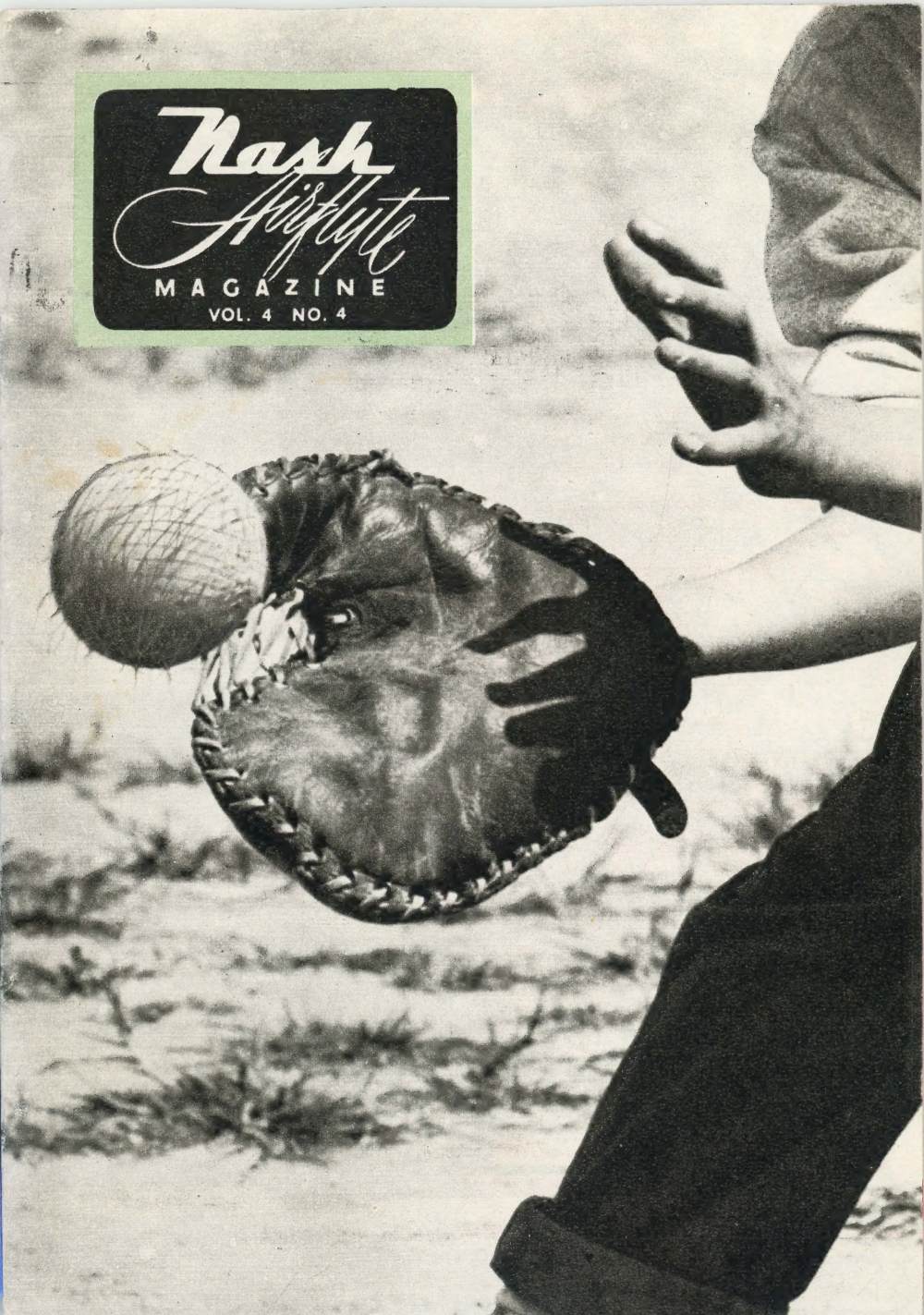


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1953

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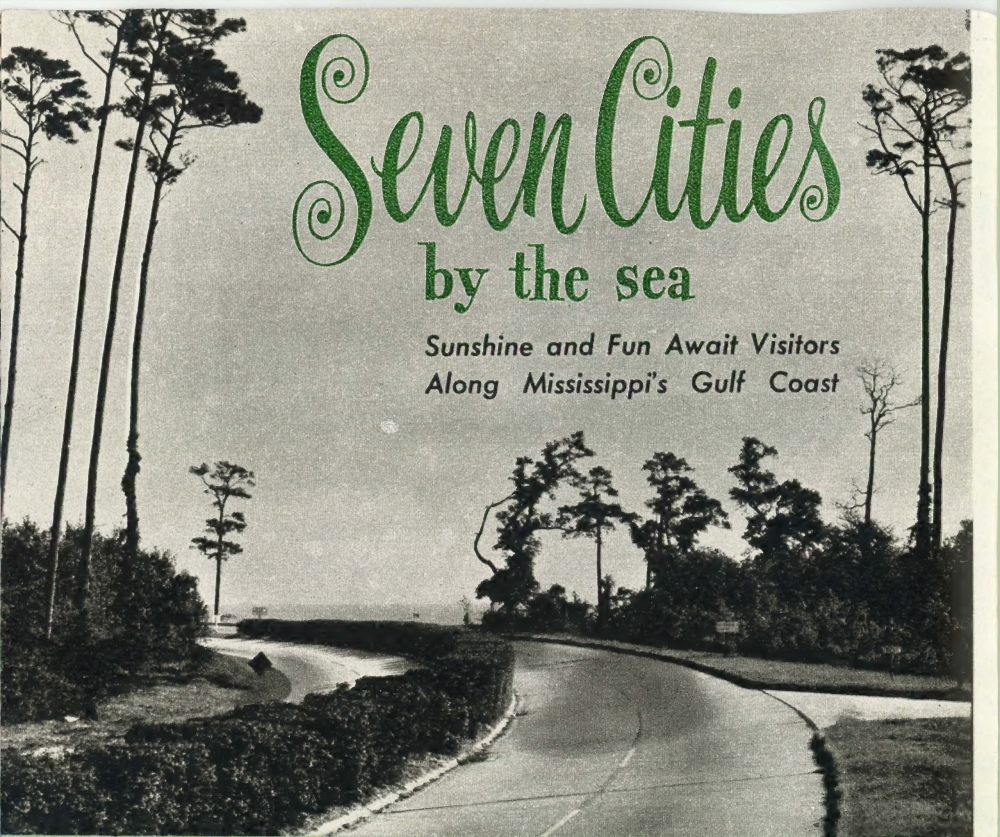
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★★★★★★★★★★★★★★★★

String balls (cover) zoom past the batter and Washington's famed cherry blossoms burst into bloom (seen here before Jefferson Memorial) as the most exhilarating time of the year once again reawakens a sleeping earth. Spring thus in myriad ways slips across the nation calling forth new challenges.



Seven Cities by the sea

*Sunshine and Fun Await Visitors
Along Mississippi's Gulf Coast*

U.S. 90 curves back toward Gulf after passing over Bay St. Louis Bridge.

by MABEL OTIS ROBISON

Sunshine and fun can be found on the Mississippi Gulf Coast where soothing blue waters border U.S. Highway 90 along which the Gulf's "Seven Cities by the Sea" are strung like a chain of beads.

Few areas of the South have a more colorful and varied history than do these seven resort cities on the Old Spanish Trail, within a few miles drive of New Orleans and nearby Mobile.

Although this 75-mile strip of Gulf Country has been popular with

vacationers for many years the recent completion of a new man-made 26-mile long, 300-foot wide sand beach affords visitors an almost unlimited playground the year round.

Built by the Government to protect the Coast sea wall and U.S. Highway 90, a four-lane super highway skirting the water's edge, the new white sand beach extends into the Gulf almost from the doorstep of the scores of modern resort hotels and motels.

The chain begins with Bay St.

(continued on page 6)



Long wooden piers jutting into Gulf provide mooring places for small craft.

Beauvoir at Biloxi, last home of Jefferson Davis, is open to tourists.



(continued from page 4)

Louis, a quaint resort town built on a high bluff bordered by beautiful trees and overlooking the still waters of the Bay.

Crossing the Bay's nearly two-mile long bridge, the traveler soon reaches Pas Christian, which has been a health and recreation center for more than a century. It boasts one of the best natural oyster beds in America.

The drive then passes through Long Beach and Gulfport, winding through moss-hung trees with vistas of the sea through luxuriant growths of chinaberry, oleander, and azaleas.

From Gulfport the Trail leads to Biloxi, a 250-year-old peninsula city with a great sea-food industry on one side and resorts on the other. Biloxi is the greatest shrimp and oyster port in the world. And the bay, which was once infested with pirates, is now crowded with fishing schooners and picturesque yachts. The old lighthouse, erected in 1848 and tended by women for 62 years, is a famous landmark.

Beauvoir House, where Jefferson Davis once lived, and the beautiful colonial structure in Central Beach Park, which serves as tourist headquarters, are but two of the interesting buildings to be seen in Biloxi.

Ocean Springs, known for its mineral waters, its fine climate and beautiful drives, lies across the bay from Biloxi.

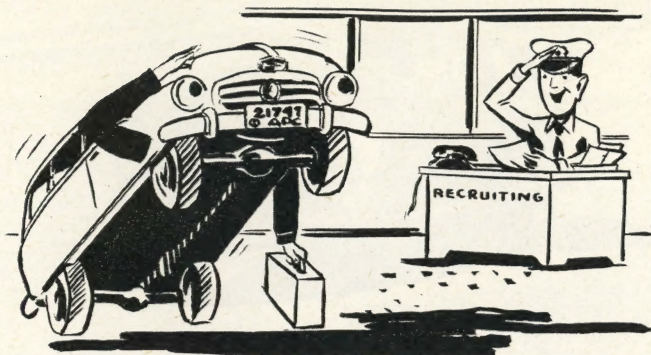
From Ocean Springs to Pascagoula, the highway leaves the Gulf of Mexico shores and follows the Old Spanish Trail for 15 miles into picturesque pine lands. Then it wends its way again to the water's edge at Pascagoula, where the mysterious music of the "Singing River" can be heard.

Old Spanish Fort (*Nash Airflyte Magazine*, Vol. 3, No. 3), built in 1718, is near here. It is said to be the oldest structure still standing in Mississippi.

These, then, are Mississippi's colorful and historic Seven Cities by the Sea—a chain of pleasure for the motorist.

Giant oak tree seen here is typical of verdant vegetation on U.S. 90.





Nash RAMBLER VOLUNTEERS FOR SERVICE

by PVT. CODE D

I am one of six brothers who volunteered for the Army of the United States. The Army at first called me Pvt. Code "D" but later permitted me to use my given name of Nash Rambler. This is my story.

I entered the Army at Aberdeen Proving Ground, the large Ordnance Installation in Maryland, in January, 1951, for an indefinite enlistment, hoping to make a career in the service of my country.

The day I arrived at this testing ground, I was given a thorough physical examination and photographed in my civilian colors and then in my new Army colors.

I was immediately sent to the Automotive Division of Development and Proof Services to begin

the prescribed induction tests.

Compared to my buddies in the service, that is the soldiers I was designed to carry, their induction tests were easy compared to mine.

First of all, I was given an engine test where I was required to run about 600 miles at speeds not exceeding 40 miles per hour and then 1,400 miles at speeds less than 50 miles per hour.

Next, I was given an endurance test, and what a test that was! It took 60 calendar days of 16 hours each. I was driven for 12,000 miles over paved, secondary and Belgian block roads. A log was kept at all times showing the fuel and oil consumption.

Then came the engineering tests.

(continued on page 8)



No two wheels are on the plane at one time on the frame-twister test course.

(continued from page 7)

And you know what a group of engineers can do when they start to work on you. The things one has to go through! I was driven up a 30 per cent slope on Mount Overhead where my braking power was tested. Later, I was required to start and stop on the same slope so my fuel and oil system could be checked for performance.

I'll never forget when they hooked me up to the light field dynamometer and made me pull it while some engineers sat in the cab and read the dials to determine my pulling ability. Why they call that thing light, I don't know because it weighs 7,800 pounds, and that's what I had to pull.

Another thing they did—they loaded me with about 1,200 pounds of steel weight, all in one spot at first, right alongside the driver; but later spread it over my floor with more even distribution.

After these tests were finished, I began my basic training under the guidance of Ernie Molnar, a project engineer and tougher than any ser-

geant the Army has when it comes to testing vehicles. He wasn't satisfied with the results of the engineering tests, he had to put me over more obstacle courses than the Commandos scaled for their training.

I went over one thing at the Munson Test Course, called a frame twister. What a test that is! No two wheels were on the plane at one time. A vehicle has to run over the series of alternating mounds, and if it came off with a straight frame it passed the test. Not having a frame, my unitized body—with complete solid bridge-like construction—survived this grueling obstacle. I was complimented on the fact that my doors opened and closed with ease, which I was told was a rarity. The pictures here give you a fair idea of what I'm talking about.

Next, I was driven over a road banked at a 30-degree angle. All that I can say about this is, I thought for a moment that I would roll over on my side, and they thought my carburetor would, at this angle, result in an overflowing



Part of the grueling endurance test is made over this Belgian block road.

condition and cause my power plant to choke up and stall, but I didn't.

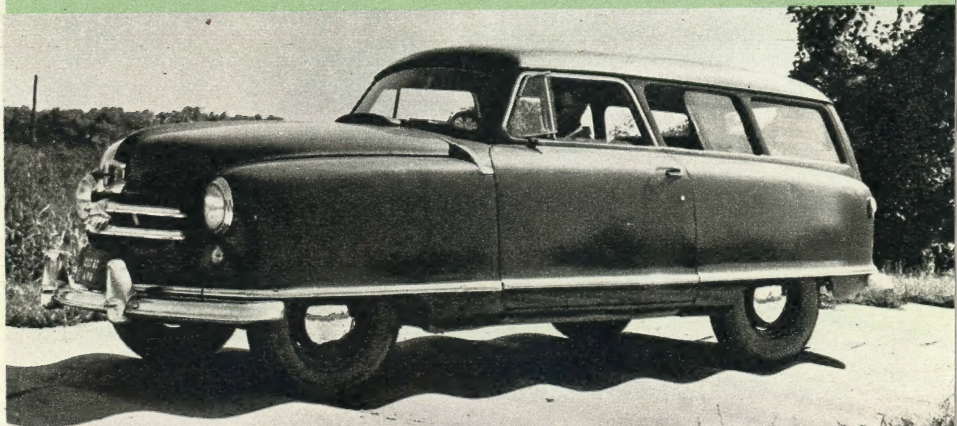
How well I can remember running that washboard road. This must have been a tough one because later I heard Ernie complaining about the jarring he took. I got a big bang out of this 'cause I guess it's only natural that we get a kick when our superiors take a worse beating than we do. These washboard ribs are approximately 6

inches high, 10 inches wide, spaced about 12 inches apart. My springs, wheel bearings, rear axle, prop shaft, transmission, engine mounts, front wheels, my alignment and all components of my running gear came through with flying colors.

During the spring, Ernie, who must have been born to try to break me, took me to the Proving Ground's natural-terrain testing course at Churchville, Md., where I

(continued on page 10)

Washboard road ribs are six inches high, 10 inches wide and 12 inches apart.



(continued from page 9)

did nearly everything my big cousins, the Army combat vehicles, do before they are adopted into the Ordnance family.

Really, there is actually no road bed. The bulldozers and scrapers just went through this mountainous terrain and cut a path about 30 or 40 feet wide—boulders and rocks are still prominent. When it's dry it is just loose, deep, soft dirt. And when it's wet, well, you can imagine, it's muddy and slippery.

One part in this course I'll never forget—we came down about a 25 per cent grade at a speed of approximately 50 mph. We hit a hairpin turn and road dip up over a hill where the cameras were facing me. We made a sharp right turn and down to another hairpin turn (here's where everyone's hair went up and hearts pounded, even mine, because I nearly turned over, went

over on my two left wheels, but righted myself, thanks to my driver), then immediately up about a 40 per cent grade better than a quarter of a mile long.

Aside from being the most scenic testing course in the country, Churchville is certainly the roughest. I know, for I covered the four miles of cross-country dirt roads about a hundred times. The drivers were talking about how much rougher this course is, compared to the man-made Munson course . . . they should talk!

I was talking to Mr. Francis X. Kelly, our Public Relations Chief, and he told me that now that my 18 months of basic training are over I am settling down to a routine tour of military service. I have been assigned to general purpose courier duty between the Proving Ground and the Pentagon, Washington, D.C.

Four miles of cross-country dirt roads form the natural-terrain testing course.



THE

Stanley Cup



*Anything Can Happen, and Does,
In the World Series of Hockey*

by GEORGE PUSCAS

The time draws near when a band of steeled and padded heroes will fill a battered silver cup with champagne, hoist it to their lips and toast themselves as the new world hockey champions.

That's the traditional ceremony climaxing the Stanley Cup playoffs—the world series of hockey.

Depending on who survives the six months of battling in the National Hockey League season, the sometimes riotous and always rugged Stanley Cup series will begin on or about March 24.

In such hockey-happy areas as Detroit, Chicago, New York, Boston, Montreal and Toronto, hockey fans are keeping their fingers crossed and hoping their local heroes will be in

the fight for the coveted Cup.

Two teams will not make it. But for those that do, late March and early April, when the battle rages for the oldest trophy in professional North or South American sports, money and glory will come in car-load lots.

Some strange things have happened, both to the Stanley Cup and the teams that have fought for it.

Lord Frederick Arthur Stanley, then governor-general of Canada, donated the trophy in 1893 as a friendly gesture toward the colonials.

Originally, it cost him only \$50 and stood hand high. But through the years, it gathered significance and size. Now its value far exceeds its cost. Now, too, it stands table

(continued on page 13)



Action is unbelievably rough in Stanley Cup playoffs, and tempers are short.

(continued from page 11)

high, the result of a one-inch silver collar added each year to list the names of the winning players.

Perhaps the most amazing tale in all hockey history stems from the early fight for the Stanley Cup.

In 1905, when amateur and college teams battled for the trophy, a team from the Yukon traveled across Canada to play the famous Ottawa Silver Seven, which held the cup.

A one-eyed player named Frank McGee put the invaders to rout in the second game by scoring 14 goals. Ottawa won, 23 to 2, although forward passing was not then allowed.

In modern times, Montreal's Maurice Richard holds the scoring record for one game. He made five goals against Toronto on March 23, 1944.

Another Stanley Cup highlight occurred in 1938-39, when Boston shaded New York, four games to three in the semifinal series. Boston won three of the games in "sudden death" overtime, and Mel Hill scored all the winning goals.

Riots, fist fights, fines to players, ballyhoo—and tremendous hockey—all have played a part in making the

Stanley Cup playoffs one of the world's great sports attractions.

Sometimes, however, the fans need patience. On March 24-25, 1936, it took Detroit 176 minutes, 30 seconds to beat Montreal, 1 to 0—the longest game in history. It ended at 2:25 a.m. on a goal by Mud Bruneteau.

So fierce is the fight for the trophy that no one ever can feel sure until it is secured. In 1942-43, Detroit won the first three games, then lost the next four—and the Cup—to Toronto.

But then last year, the Red Wings swept through the semifinal and final series with eight straight victories, the first time it has been done.

Each year, a one-inch collar is added to the original cup to list the names of the winning teams. Since the National League gained possession in 1926-27, Toronto has won seven times, Detroit five, Montreal four, New York and Boston three times and Chicago twice.

From the lucrative Cup series, the teams' gate receipts total almost \$800,000 each year. Not bad, considering Lord Stanley shelled out only \$50 for the original Stanley Cup.

Detroit shoots through Toronto goalie for score in 1952 championship battle.





*Making Sails Comes Naturally
To Champion Ice Boat Sailor*



An ancient and almost lost art—sailmaking—has been revived in Mount Clemens, Mich., by Howard L. Boston, who in 12 years has developed his home-operated industry, the Boston Yacht Sail Company, into the fifth largest manufacturer of sail in the U.S.

Now in his forties, Mr. Boston first began making his own sails 25 years ago after he built his first ice boat at the age of 14. Today, his business, which has expanded to the backyard of his home on Riverside Drive into a two-story 30- by 56-foot plant, produces 60 to 70 per cent of all sails made in the U.S. for Thistle class sloops, a medium-size sailboat.

It takes infinite patience to be a sailmaker, because sailmaking is a complex operation. It requires 1,500 stitches alone to "apply the rope" to the mainsail of a Thistle.

Work is divided between modern machines and the old-fashioned palm and needle method.

In addition to his wife, Lolly, with whom he launched his business on the second floor of their home, there are seven employees working by hand and machine to turn out the 800 to 1,200 sails that are shipped yearly all over the country to owners of racing class boats. And then there are the six "Indians," ranging from 14-year-old "Skipper" to two-year-old Kay Boston, who not only give a hand in the unusual business but are experts themselves in sailing on frozen lakes and rivers.

Hard water sailors skim over the ice up to speeds of 100 miles per hour! And they'll stay out on a frozen lake or river all day, whipping around the ice on flimsy-looking sailboats—most likely Thistles

with sails made by Boston.

In fact, you'll likely find Mr. Boston with them—and as often as not ahead of them in the various regattas held by clubs, for while sail-making is now big business for him, sailing is still his hobby.

His trophy collection testifies to his skill as a sailor. Commodore Boston of the Northwest Yachting Association (Michigan, Wisconsin, Indiana, Illinois and Minnesota) holds most of the major ice boat trophies, including the International Skeeter Championship and the Northwest Championship. He is a member of the Bayview Yacht Club and Detroit Ice Yacht Club.

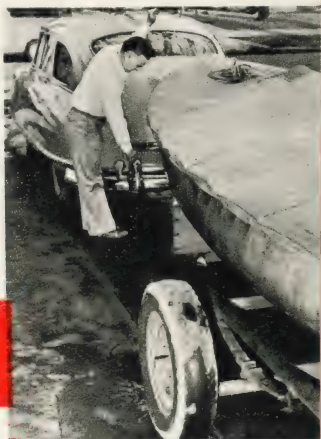
In the spring and summer, Mr. Boston is an avid small yacht racer. With his boat on a trailer attached to his Nash Ambassador, he will travel from 12,000 to 14,000 miles



Skimming across ice at breathtaking speeds wins Mr. Boston cups such as above.

during the summer from the Middle West to the Atlantic Coast, taking in the major races and many of the regatta trophies. He leaves his Rambler Station Wagon home for use in his business.

Patience is required to "apply the rope" to mainsails.



With boat on trailer, Mr. Boston can take in all the big championship racing events.

The 1953 *7*



New Rambler Country Club Hardtop. Hood Ornament
designed by Petty. White Side Wall Tires optional.

ask **RAMBLER—**

Styled by Pinin Farina!





From every angle, the balanced beauty of the new Nash Rambler Convertible will take your breath away! It's smart and safe.

The completely new 1953 Rambler series, featuring custom continental design combined with American riding comfort, is now on display in Nash Dealer showrooms.

Styled by Pinin Farina, leading European custom body designer, in collaboration with Nash engineers, the new Rambler line includes a custom convertible, station wagon, and the Country Club hardtop.

"The elegant European styling of the new Rambler line makes these cars the most luxurious, compact custom cars in America today," H. C. Doss, vice president in charge of sales, points out.

Mr. Doss outlines these modern trends in the 1953 Rambler models:

- Completely new body design (highlighting Pinin Farina's graceful continental lines) gives the new

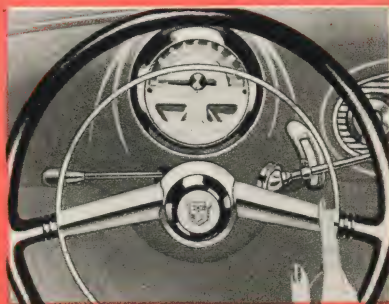
Rambler a longer, lower and wider appearance. Front fenders rise above the hood line for greater visibility and continue in a smooth sweep throughout the entire length of the body. A new continental air scoop, an integral part of the hood, serves as engine compartment ventilation.

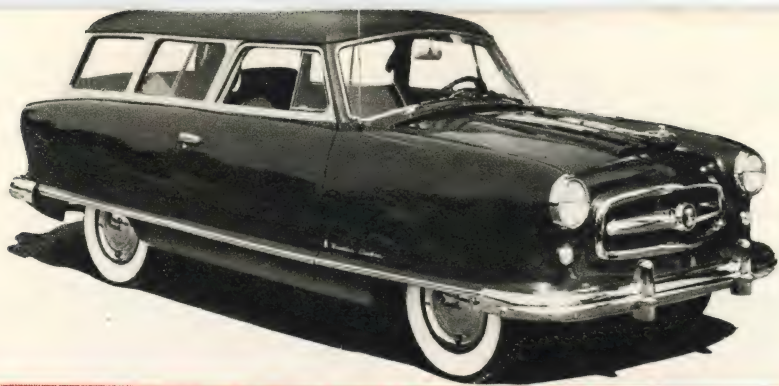
- A new continental rear tire mount is standard equipment on Rambler convertible and Country Club models. It adds a distinctive appearance and length to these models, providing additional trunk space. The tire mount is hinged, providing easy access.

- The 1953 Rambler models are powered by an improved Super Flying Scot six-cylinder L-head engine, with horsepower increased to 85. The engine, with a compression ratio of 7.25 to 1, features a revised induction system incorporating larger valves, redesigned combustion chambers, improved manifold and a new "high-lift" camshaft. It has an increased displacement of 184 cubic inches.

When Hydra-Matic transmission is used, the horsepower of the Rambler engine is increased to 90

Dual-Range Hydra-Matic Drive or Automatic Overdrive is optional.





The All-Purpose Station Wagon is both a luxury sedan and a practical utility car. What's more, its double-rigid Airflyte Construction makes it rattleproof!

and displacement to 195.6. The compression ratio is stepped up to 7.3 to 1.

- Dual-Range Hydra-Matic is offered for the first time on all 1953 Rambler models as optional equipment. Automatic overdrive is available as optional equipment on all new Rambler models, and synchromesh transmission is standard.

- The curved, one-piece windshield on the new Rambler models has an area of 725 square inches, an increase of 25 per cent. The lower portion of the windshield is contoured to the new hood and fender line for increased visibility.

- Interiors of the new Rambler

models have been completely redesigned. The instrument panel has been entirely restyled to harmonize with the modern interior equipment. The clock and radio dials are mounted on an attractive chrome panel. The famous Nash "Airliner Reclining Seats" are available as optional equipment.

Madame Helene Rother, Nash Motors' interior styling consultant, has added many new and attractive interior upholstery and trim combinations, including homespun, needlepoint and leather selections.

New exterior solid and two-tone colors are available in the 1953 models, including 13 selections.

(continued on page 20)

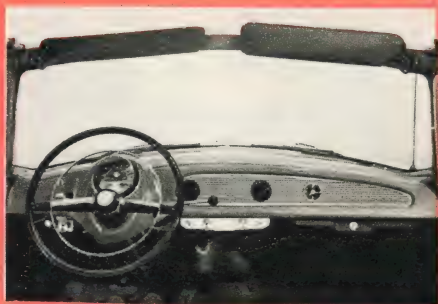


Continental Air Scoop is functional and smart. Hood ornament by Petty is optional on Ramblers.

Squeeze-type exterior door handles need only slight pressure to open doors.



Beautiful new instrument panel brings every driving knob and dial in easy reach.



(continued from page 19)

The regular factory delivered price of the new Rambler models includes such custom appointments as: Weather Eye conditioned air system, radio, electric clock, courtesy lights, directional signals, foam cushions, custom upholstery and trim, and other de luxe features.

The new 1953 Rambler custom convertible affords much of the safety of an all-steel sedan with the advantages of an open automobile. Overhead safety protection is accomplished by two rugged steel side rails, framing the top of the side windows, which carry the built-in tracks for the electrically operated top.

The new Rambler custom station wagon, which features simulated wood grain on steel side panels, has ample passenger and cargo space.

The trim and luxurious custom

Country Club hardtop convertible provides increased all-around visibility. It has 18½ square feet of glass area.

Massive die-cast tail lights are mounted on the extreme end of the fenders. The fuel tank cap incorporates a chrome-plated "N", which serves as a handle. The new grille is of simple oval design, highlighted by a single die-cast bar that bears the Nash crest.

All of these features, plus such advancements as Airflyte Construction (an integrated body and frame in a single welded unit) and Airflex independent front suspension, make the new Rambler the industry's greatest compact custom car. You'll want to look these Ramblers over from bumper to bumper—and get behind the wheel to test their outstanding performance.

Deep, wide side windows drop completely out of sight on new Rambler Country Club "hardtop convertible." Continental rear tire mount is standard on Ramblers.



"POCKET SIGNPOSTS" for AMERICAN TOURISTS

*Free Road Maps Are Helpful Ally
To Twentieth Century Marco Polos*



by JACK B. KEMMERER

Sponsoring an automobile race from Chicago to Waukegan in 1895, the *Chicago Times-Herald* published a map showing the route. The race itself was a dismal affair with one of the two entrants ending up in a ditch. But the contest made history. For the map was the first known road map published in this country.

From this has grown the American institution of the free road map, and it has reached astonishing proportions. Chances are that the

glove compartment of a typical automobile will hold as many as six complimentary road maps. For that was the estimated ratio of road maps to cars in 1951.

These road maps were distributed free by oil companies, state road departments, Chambers of Commerce and automobile clubs, with the oil companies distributing more maps than all other organizations combined.

In 1952, the oil companies gave away more than 100 million road

(continued on page 22)

A tourist gets free road map from one of nation's 200,000 service stations.



(continued from page 21)

maps through their 200,000 service stations. In addition, 23 oil companies maintained touring services and travel information bureaus.

Back in 1895, the hardy motorist who ventured forth on rocky trails and muddy roads usually ended up lost. With no road maps or signs, his only guide was the sun, and he could expect but small aid from hostile farmers who sneered at his "horseless buggy."

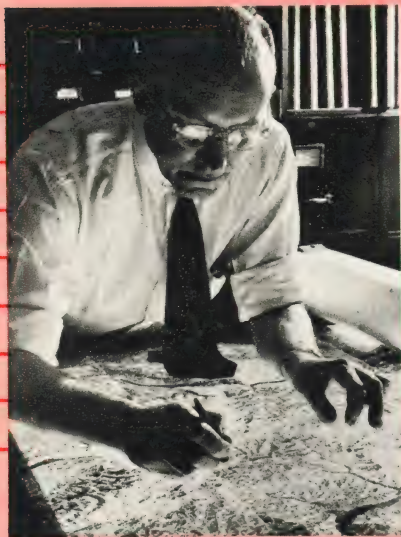
There was little improvement until 1901, when the "Official Automobile Blue Book" was issued, and offered to motorists road information covering the Eastern United States. The individual chart made its debut a few years later when Rand McNally issued an automobile road map of New York City and vicinity. Soon other maps ap-

peared and were of great value to the motorist willing to risk life and limb on a long journey of 100 miles. However, all of these maps were for sale and new ones had to be purchased constantly to keep up to date.

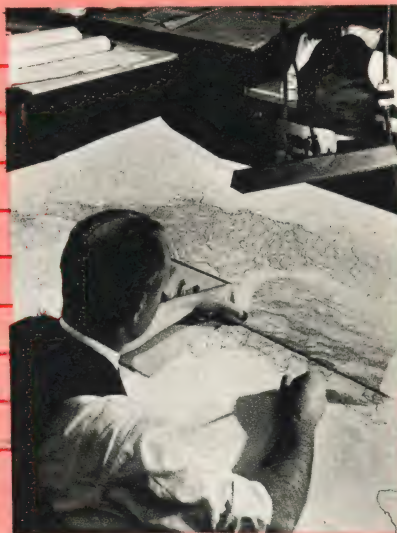
The free road map was born in 1913 when William B. Akin, Pittsburgh advertising man, approached the Gulf Oil Company with an idea. Why not print road maps and give them away free? Gulf agreed to try the idea, and a year later 10,000 maps of Allegheny County, Pa., were issued free to motorists. The idea won immediate acceptance.

With American tourists eagerly seeking free road maps and new country to travel, all major oil companies adopted the idea. Today, they issue about 10 million dollars' worth of maps yearly; and

In making map, basic source material is selected and photographed to scale.



Compiler checks preliminary "blue line" dummy of map against source material.



in addition, several million requests are handled by the companies' travel and information bureaus.

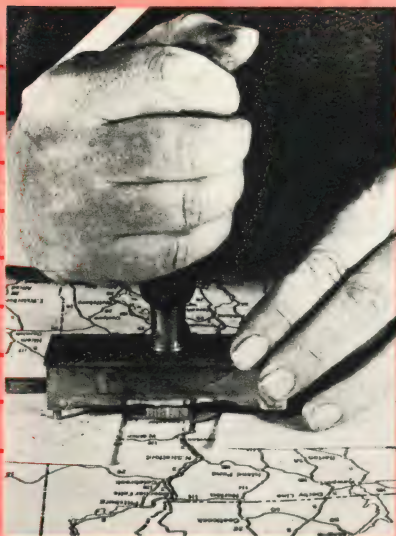
The nomadic tendencies of American people as a whole are reflected in their requests to the oil companies' information bureaus. Somebody wants to know the best route to Mexico City by way of the Smoky Mountains. Another would like to find out about the round-trip possibilities from New York to Alaska. And one elderly lady wanted a chart made of the best road with no mountains from her home in Atlanta, Ga., to the State of Washington via Southern California.

When you pick up a map at your service station, you can rest assured that its reliability is nearly perfect—and that it took at least a year to make it that way.

Today's maps are not usually published by the oil companies, because cartography requires too many specialized skills. The printing is done by publishing companies that pioneered the road map business in the early 1900s. To make the base map for a single edition may take a year, and cost between \$30,000 and \$40,000, exclusive of printing costs.

This summer more than 30 million American tourists will take to the highroad in the family car to see their country at first hand. Some of them will know just where they want to go and why; others haven't any idea. But to all of these latter-day Marco Polos, the free road map will be their most helpful ally—to help them get the most from their journey and arrive safely at their destination.

Special type-stamping stick is used to handstamp place names, routes, numbers.



Map plate makers carefully remove excess coating from a final printing plate.





FISHING FOR GASOLINE

American motoring enthusiasts are using more oil than ever before—some 40% more, in fact, than we did 10 years ago. We've kept the oil companies literally "fishing" for new oil fields. A typical day in the life of professional oil fishermen begins at 5 a.m. when they board a boat at a remote fishing camp on the Mississippi Delta and set out to sea (1). Though most oil fishing is done over open water, a trip to shore is required to set up delicate shock-recording instruments, which are marked by flags. These recorders will picture the ocean floor by means of vibrations from dynamite charges (2). Working quickly, the oil fishermen sink the instruments to the ocean floor (3).





3



4

IN THE GULF

Back out at sea, crewmen screw together cans of dynamite (4). Connected cans of dynamite are lowered into prepared hole in ocean floor (5) and an explosives expert connects detonating switch (6). Before the order to fire, a balloon marks location of suspended dynamite (7). As charge is exploded, a geyser of water shoots up (8); and a few minutes later, back on shore, experts examine wavy lines of shock recorder's "picture" of what's under ocean floor (9). The prize catch! (10). It's a location that indicates the presence of underwater black gold. This well, which is costing millions to drill, will help provide a bountiful supply of auto fuel for coming generations.



6



9



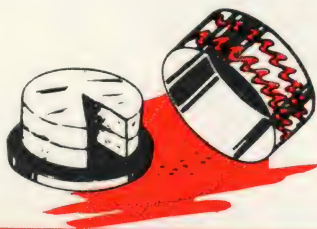
10

Use bacon drippings instead of shortening when making ginger cookies. This keeps the cookies moist and adds a delicious flavor to them.

*Mrs. Charles Schifley
Buffalo, N. Y.*

If you have a round metal fruit cake box left from Christmas, use it for a cake plate. Save lifting the cake into and out of the box when slicing, by putting the cake in the lid, using the bottom part of the box for the cover.

*Linda Gassert
Ephrata, Pa.*



Helpful Hints

**FROM
NASH OWNERS**

Cut and place old carpeting in the bottom and trays of tool boxes. Then put motor oil or light machine oil into the carpeting. This will stop tool rattles, prevent rust and polish tools as they move about.

*Harold R. Henneberger
Tampa, Fla.*

Continental

WIRE WHEEL TRIM

This beautiful Wire Wheel Trim—available for all Airflyte models—perfectly simulates the continental-designed wire wheels. Made of stainless steel with chrome finish, installation is simple, yet permanent. The contour steel hubs bolt directly to the wheel and hub on the wheel lug nuts. This gives you assurance that the Wheel Trim cannot be lost, will not rattle and is perfectly balanced at all times.



If you have a favorite way of performing some ordinary household task, or have discovered a short-cut in the performance of some chore, send it along. Nash Airflyte Magazine will pay five dollars for each contribution published. None will be returned. Address all contributions to Nash Airflyte Magazine, 431 Howard Street, Detroit 31, Michigan.

Before new garments are worn, cover the center of buttons with clear nail polish. This seals the thread and prevents unraveling.

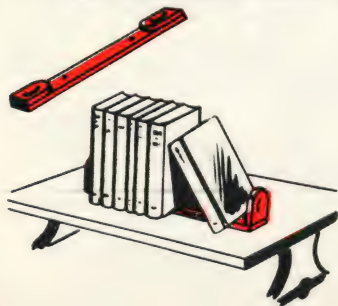
L. M. Hepp, Chicago, Ill.

When sewing plastic materials on the sewing machine, a light dusting of talcum powder will prevent their sticking together.

*Mrs. Sue Haddad
East Greenwich, R. I.*

A smart book rack with folding ends to hold six to 10 books can be made from plastic paper towel holders, available at most grocery stores. They come in different colors, can be set up anywhere and fold away neatly when not in use.

Mrs. Clara Hill, Seattle, Wash.



Sheets and pillow cases will last longer if they are folded with off-center creases for ironing. Refolding again and again in the same place will weaken the fabric.

*Pim Karcher
Arlington, Va.*

Carpet nap that has been matted down by furniture can be raised by holding a steam iron over but not touching the spot.

*Mrs. Dale Hicks
Canton, S. Dak.*

A small wall vase can be made by wrapping a little copper wire around a glass tooth brush container.

*Mrs. William G. Riley
Seattle, Wash.*



Wear a rubber finger, such as filing clerks use, on your thumb when slicing carrots or doing any paring with a knife. This will protect your thumb from annoying cuts.

*Mrs. H. H. Warzyn
LaGrange, Ill.*

smiles *along the road*

Share your smile with Nash Airflyte readers and be richer by five dollars. Nash Airflyte pays five dollars for each Smile Along the Road contributed by a reader and selected for publication. All contributions become the property of Nash Airflyte and none will be returned. Send your contribution along to Nash Airflyte Magazine, 431 Howard Street, Detroit 31, Michigan.



WARNING

On a recent trip to Florida in our Nash, I saw the following painted on a rock by the roadside:

STRICTLY SOUTHERN COOKING

Underneath was this (evidently painted by another concern):

PREPARE TO MEET THY GOD

*Rev. Eugene Dolloff
New Bedford, Mass.*

FLOOR PLAN

A sign over a store on North New Hampshire Boulevard in Los Angeles reads:

**LINOLEUM LOUIE
I'LL FLOOR YOU**

*Mrs. C. Van Court
Los Angeles, Calif.*

NOT FIREPROOF

A marquee in front of a Long Beach hostelry reads:

HOTEL WILLBURN

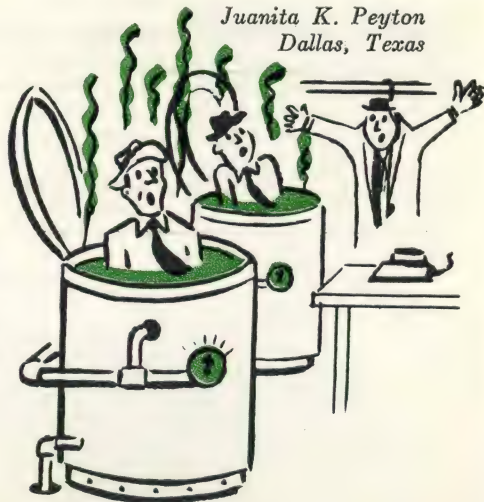
*Mrs. W. L. Davies
Gardena, Calif.*

SATURDAY SPECIAL?

This is a sign I saw in front of a dry cleaning establishment in Waxahachie, Texas:

**RESERVED FOR
CLEANING CUSTOMERS**

*Juanita K. Peyton
Dallas, Texas*



FOOT LOOSE

A Seattle chiroprapist advertises:

**LET ME REMOVE YOUR
CORNS, CALLOUSES,
BOTH FEET FOR \$1**

Leo Burke, Seattle, Wash.

HAMMED IN

On a highway in Kansas I saw a big sign:

**ALL HOGS SHOULD
BE IN THE PEN,
ESPECIALLY
ROAD HOGS**

*Myrtle M. Dean
Provo, Utah*



CONTOURS

Two miles of dirt road in a Korean sector of the U.S. First Corps begins with a sign:

MARILYN MONROE STRETCH

Twenty-three curves later, another sign reads:

SEE WHY?

Mrs. George J. Lakerdas, Donora, Pa.

DRAG

A moving van in Cincinnati bears the simple but explicit legend on both sides:



Howard E. Ballagh, Cincinnati, Ohio

PROPOSAL

This sign is prominently displayed at the entrance to a large motor court in Georgetown, Texas:

LETTS COURT

H. P. Bickler, Austin, Texas

LONG DIVISION

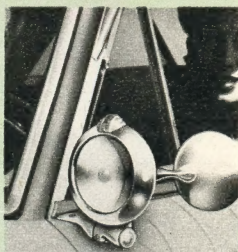
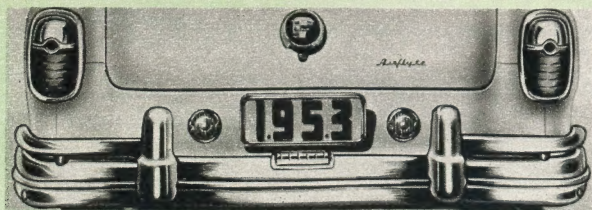
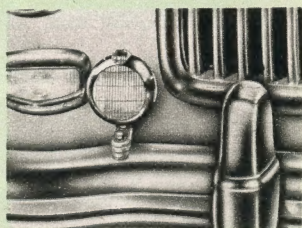
I noticed the following when motor-ing through Ohio some years ago:

**A KISS IS NOTHING
DIVIDED BY TWO**

H. M. Pawley, Annapolis, Md.

FOR SAFER NIGHT DRIVING

In bad weather you can depend on Nash Fog Lights (top right) to provide maximum visibility in fog, rain, snow or sleet. The new Nash Spotlight (bottom right) with Rear View Mirror penetrates far beyond the range of headlights. Adjustment of both spotlight and mirror is made from inside car. Back-Up Light (center) eliminates the annoyance and danger of backing up at night. The lights in pairs are mounted flush on rear of car.





**GET YOUR CAR
OFF TO A
FRESH START!**

**DRIVE IN
AND
GET THESE
SPRING
CONDITIONING
SERVICES**



IT'S TIME FOR *Spring Conditioning*

SPRING CHANGE-OVER SPECIAL

- Drain, Flush and Refill Transmission
 - Complete Lubrication
 - Engine Tune-Up
- Drain, Flush and Refill Cooling System
 - Change Engine Oil
 - Wash and Polish



THE WORLD'S
MOST MODERN SERVICE

BRING YOUR *Nash* TO FOLKS WHO KNOW IT BEST

SEC. 34.66 P. L. & R.

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Permit No. 5548

Howard E Kilborn
906 Bauman Ave
Austin Minn

SPRING CLEANING

Every good housekeeper at this time of year turns her thoughts to spring cleaning. Winter has left its marks inside and outside the home. And the Lady of the House will have none of it — such is her pride. What about your car? Our wash and polish work will erase the ravages of winter on your car and preserve its beauty. Let us do *your* spring cleaning.



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Phone 9639

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